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(54) **FUEL CELL COLUMN CONTAINING ELECTRICALLY INSULATED FUEL MANIFOLD AND MANIFOLD JUMPER**

(71) Applicant: **BLOOM ENERGY CORPORATION**, San Jose, CA (US)

(72) Inventors: **David Edmonston**, Soquel, CA (US); **Michael Petrucha**, Santa Clara, CA (US); **Martin Perry**, Mountain View, CA (US); **Adrian Basharain**, San Leandro, CA (US); **Siddharth Patel**, Menlo Park, CA (US); **Paul Bhangu**, Manteca, CA (US); **Subhash Chandar Deswal**, Novi Mumbai (IN); **Ian Russell**, Sunnyvale, CA (US); **Pawan Patil**, Novi Mumbai (IN)

(73) Assignee: **BLOOM ENERGY CORPORATION**, San Jose, CA (US)

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**H01M 8/247** (2016.01)  
**H01M 8/249** (2016.01)

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(58) **Field of Classification Search**

CPC ..... H01M 8/2484  
See application file for complete search history.

(56)

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*Primary Examiner* — Brian R Ohara

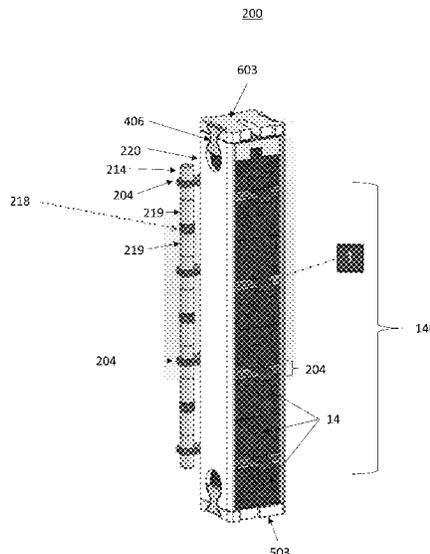
(74) *Attorney, Agent, or Firm* — The Marbury Law Group PLLC

(57)

**ABSTRACT**

A fuel cell device includes at least one fuel cell column containing first and second fuel cell stacks, a fuel manifold located between the first and second fuel cell stacks and configured to provide fuel to the first and second fuel cell stacks, and a dielectric material located to electrically isolate the first and second fuel cell stacks from the fuel manifold.

**18 Claims, 7 Drawing Sheets**



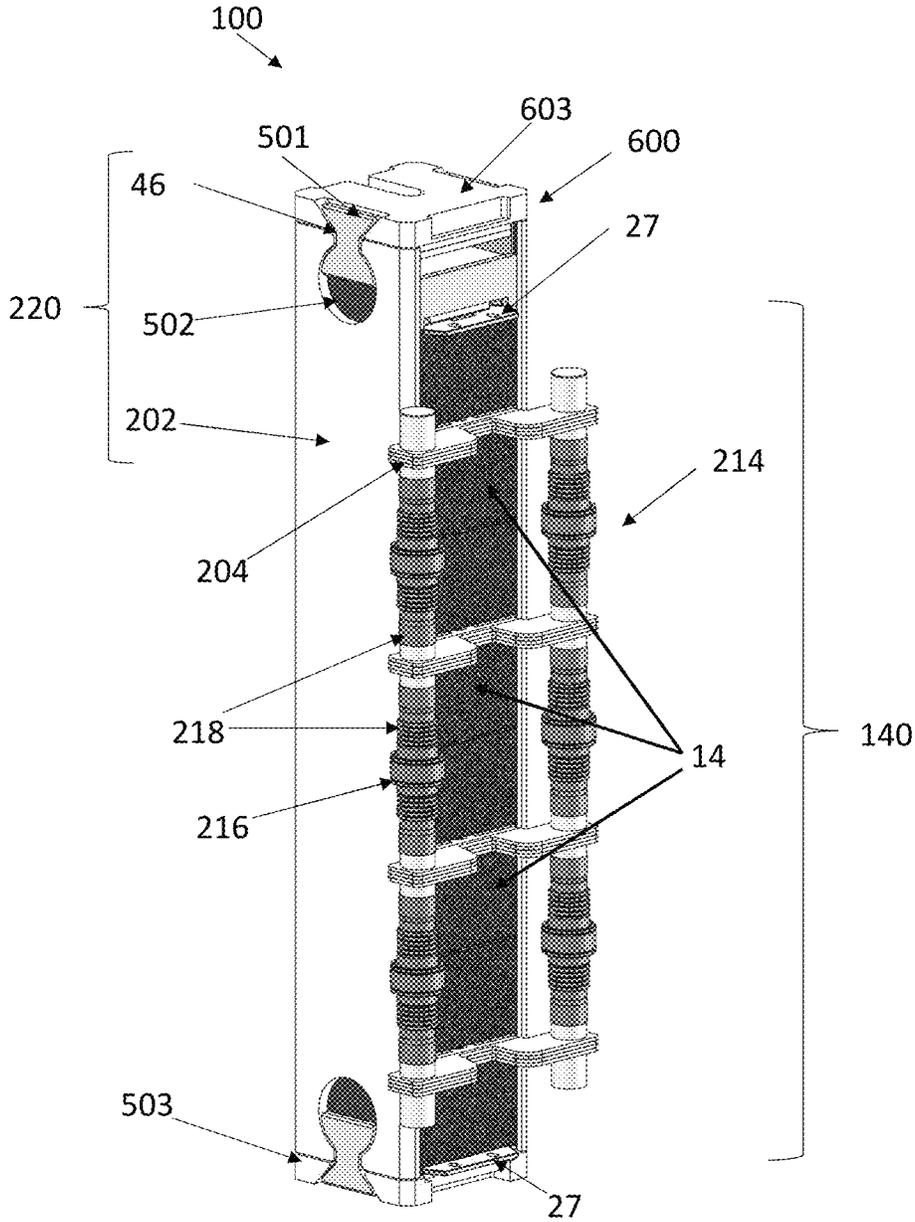


FIG. 1  
PRIOR ART

Prior Art

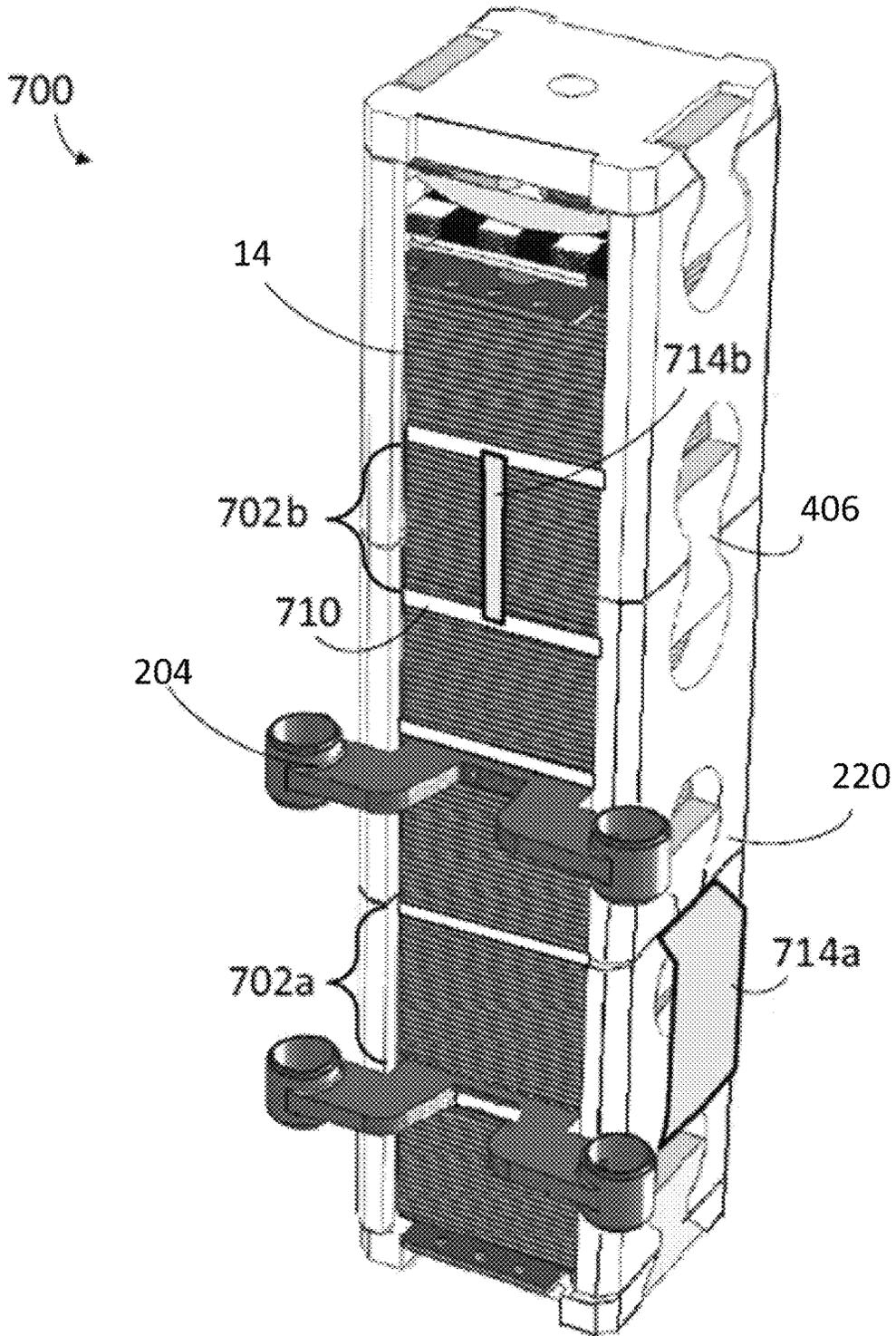


Fig. 2

Prior Art

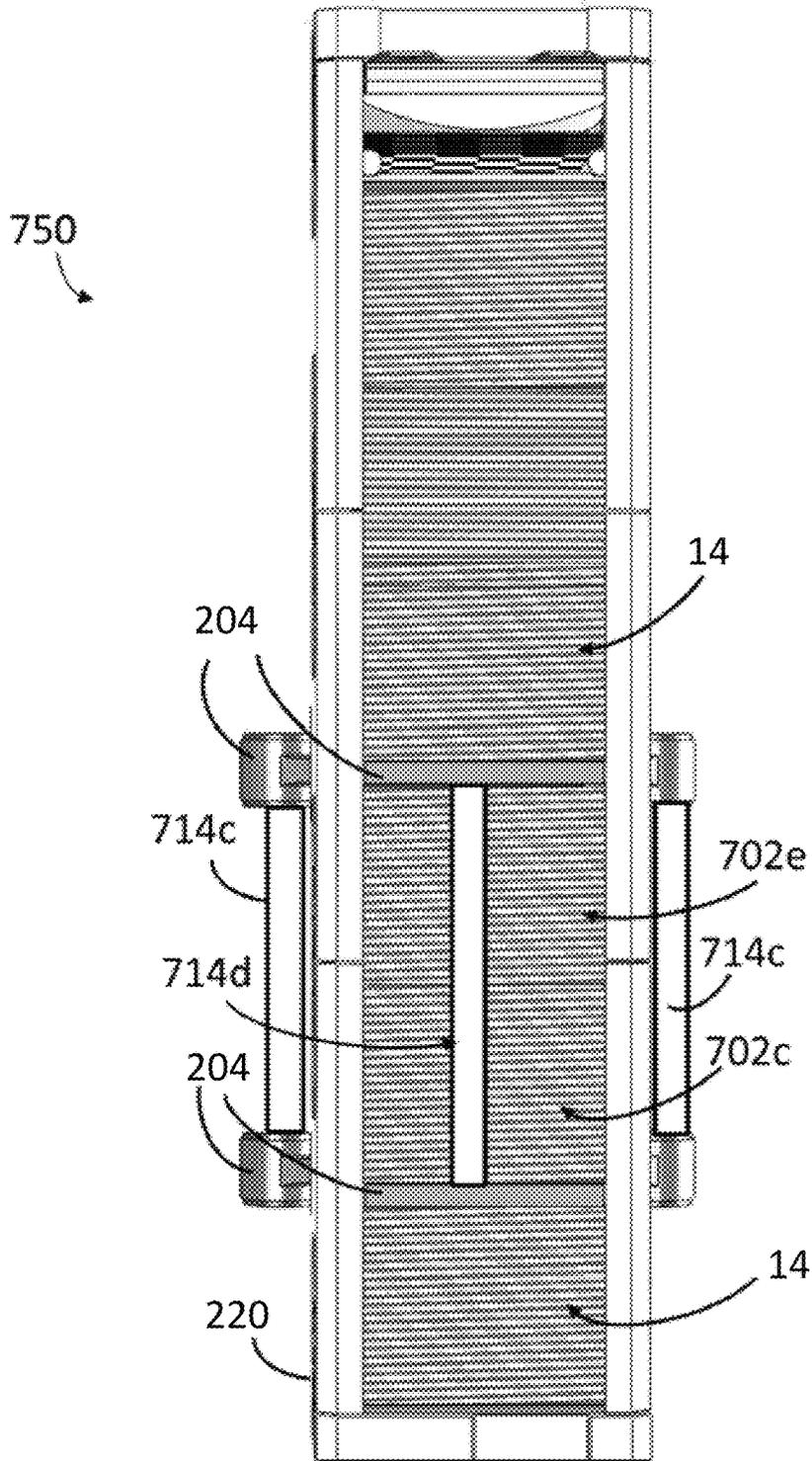


Fig. 3

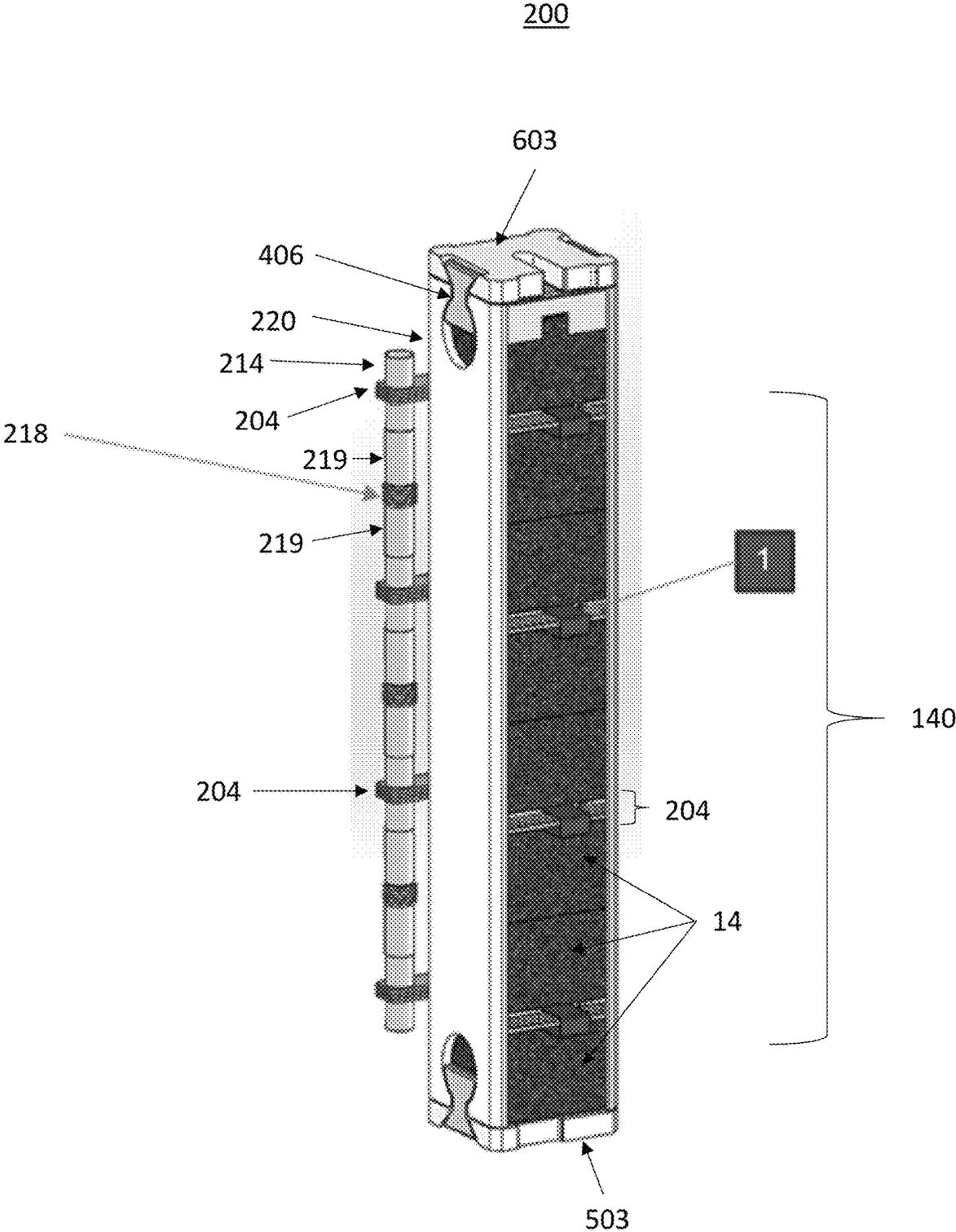


Fig. 4

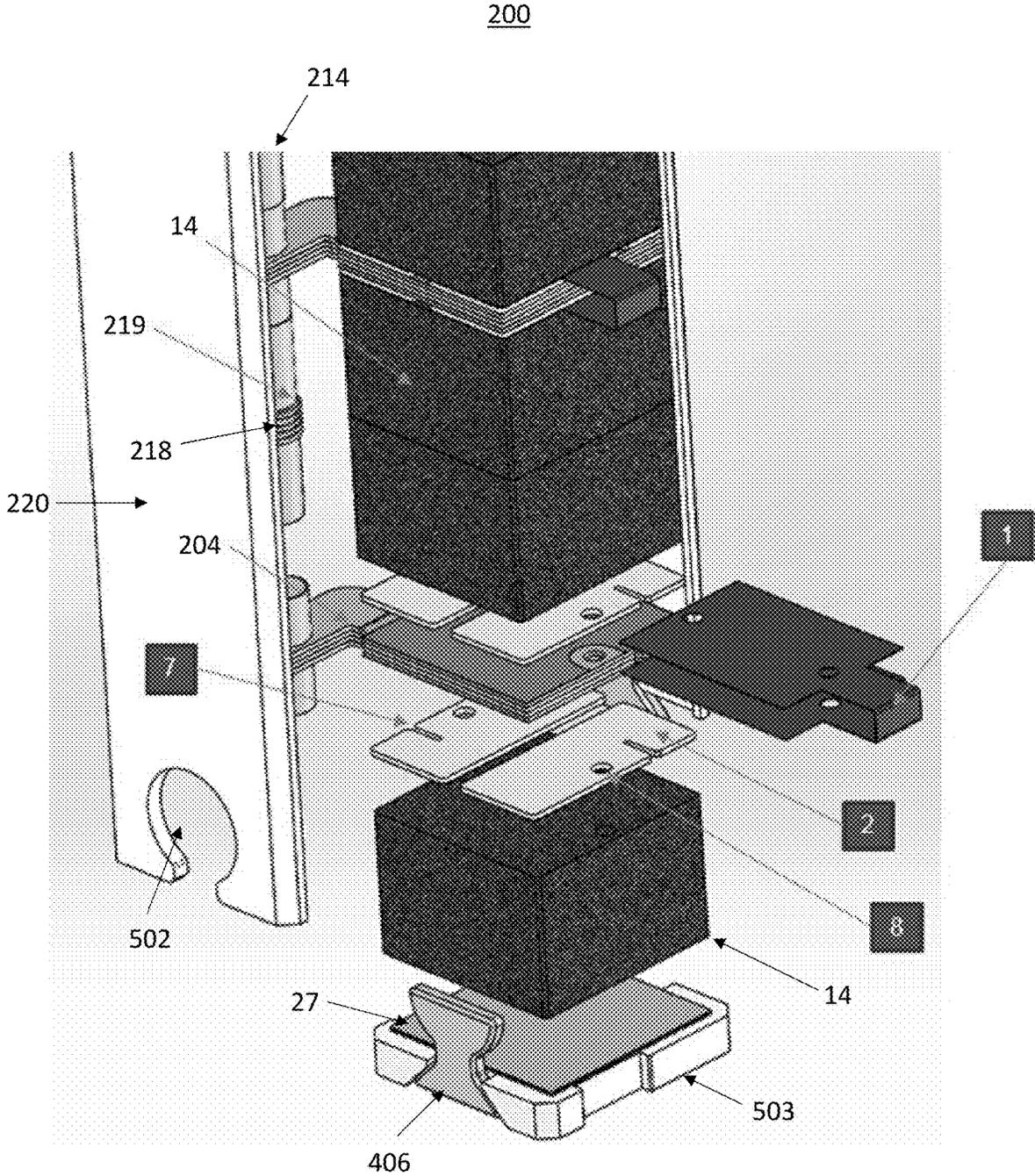


Fig. 5

200

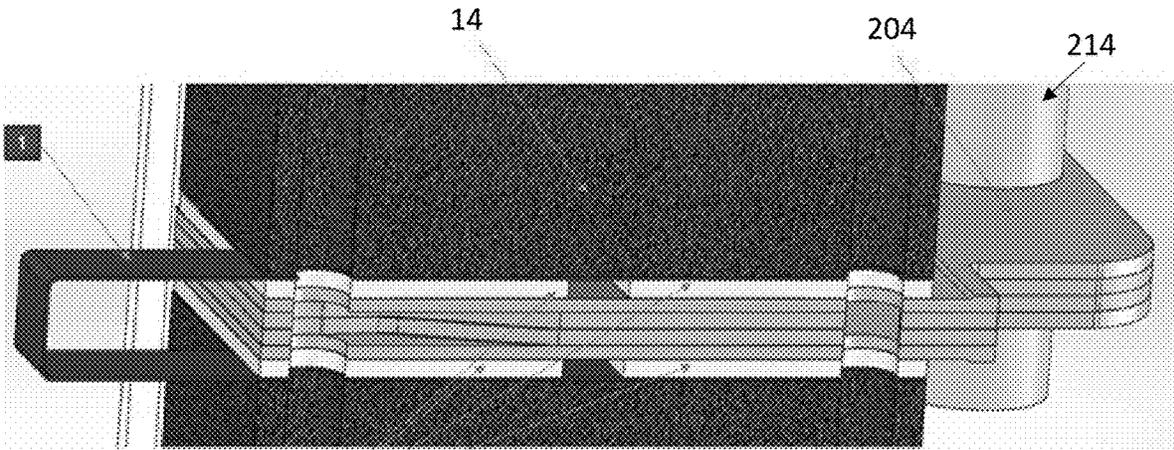


Fig. 6A



Fig. 6B

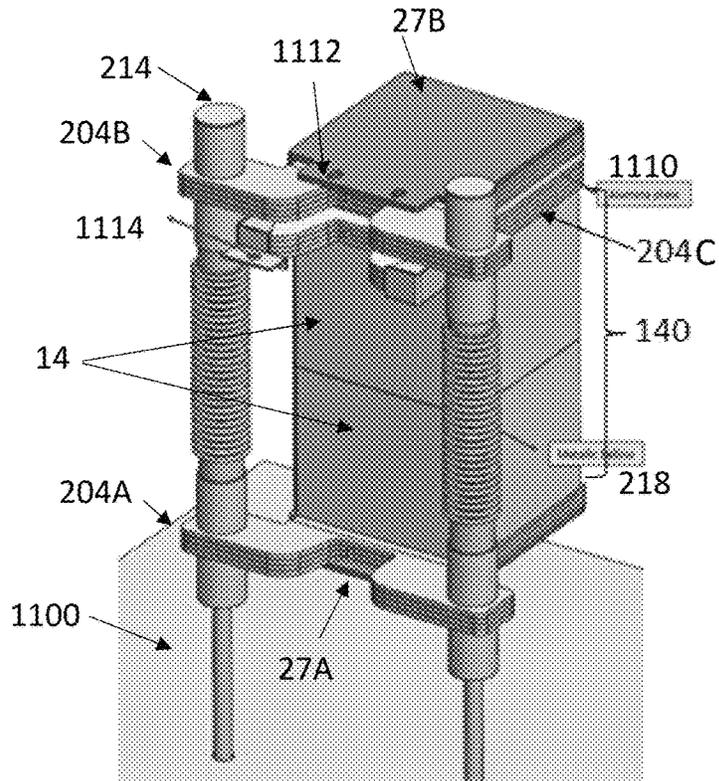


Fig. 7

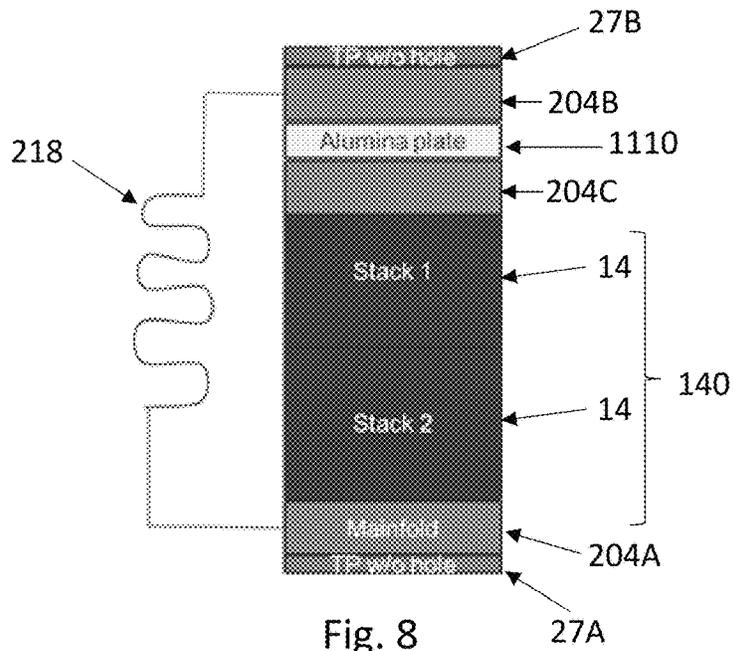


Fig. 8

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## FUEL CELL COLUMN CONTAINING ELECTRICALLY INSULATED FUEL MANIFOLD AND MANIFOLD JUMPER

FIELD

The present invention is directed to a fuel cell column containing electrically insulated fuel manifold and manifold jumper.

BACKGROUND

Fuel cells are electrochemical devices which can convert energy stored in fuels to electrical energy with high efficiencies. High temperature fuel cells include solid oxide and molten carbonate fuel cells. These fuel cells may operate using hydrogen and/or hydrocarbon fuels. There are classes of fuel cells, such as the solid oxide reversible fuel cells, that also allow reversed operation, such that water or other oxidized fuel can be reduced to unoxidized fuel using electrical energy as an input.

In a high temperature fuel cell system, such as a solid oxide fuel cell (SOFC) system, an oxidizing flow is passed through the cathode side of the fuel cell while a fuel flow is passed through the anode side of the fuel cell. The oxidizing flow is typically air, while the fuel flow is typically a hydrogen-rich gas created by reforming a hydrocarbon fuel source. The fuel cell, operating at a typical temperature between 750° C. and 950° C., enables the transport of negatively charged oxygen ions from the cathode flow stream to the anode flow stream, where the ion combines with either free hydrogen or hydrogen in a hydrocarbon molecule to form water vapor and/or with carbon monoxide to form carbon dioxide. The excess electrons from the negatively charged ion are routed back to the cathode side of the fuel cell through an electrical circuit completed between anode and cathode, resulting in an electrical current flow through the circuit.

Fuel cell stacks may be either internally or externally manifolded for fuel and air. In internally manifolded stacks, the fuel and air is distributed to each cell using risers contained within the stack. In other words, the gas flows through openings or holes in the supporting layer of each fuel cell, such as the electrolyte layer, and gas separator of each cell. In externally manifolded stacks, the stack is open on the fuel and air inlet and outlet sides, and the fuel and air are introduced and collected independently of the stack hardware. For example, the inlet and outlet fuel and air flow in separate channels between the stack and the manifold housing in which the stack is located.

Fuel cell stacks are frequently built from a multiplicity of cells in the form of planar elements, tubes, or other geometries. Fuel and air has to be provided to the electrochemically active surface, which can be large. One component of a fuel cell stack is the so called gas flow separator (referred to as a gas flow separator plate in a planar stack) that separates the individual cells in the stack. The gas flow separator plate separates fuel, such as hydrogen or a hydrocarbon fuel, flowing to the fuel electrode (i.e., anode) of one cell in the stack from oxidant, such as air, flowing to the air electrode (i.e., cathode) of an adjacent cell in the stack. Frequently, the gas flow separator plate is also used as an interconnect which electrically connects the fuel electrode of one cell to the air electrode of the adjacent cell. In this case,

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the gas flow separator plate which functions as an interconnect is made of or contains an electrically conductive material.

SUMMARY

A fuel cell device includes at least one fuel cell column containing first and second fuel cell stacks, a fuel manifold located between the first and second fuel cell stacks and configured to provide fuel to the first and second fuel cell stacks, and a dielectric material located to electrically isolate the first and second fuel cell stacks from the fuel manifold.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a three dimensional view of a prior art fuel cell stack assembly.

FIG. 2 is a three dimensional view of a fuel cell stack assembly with a prior art jumper configured to bypass a failed fuel cell stack.

FIG. 3 is a front cross-sectional view of a fuel cell stack assembly with an alternative prior art jumper configured to bypass a failed fuel cell stack.

FIG. 4 is a three dimensional view of a fuel cell stack assembly with an electrically isolated fuel manifold according to an exemplary embodiment of the present disclosure.

FIG. 5 is a three dimensional exploded view of the fuel cell stack assembly with an electrically isolated fuel manifold illustrated in FIG. 4.

FIG. 6A is a three dimensional close up of a portion of the fuel cell stack assembly with an electrically isolated fuel manifold illustrated in FIG. 4.

FIG. 6B is a three dimensional close up of another portion of the fuel cell stack assembly with an electrically isolated fuel manifold illustrated in FIG. 4.

FIG. 7 is a three dimensional view of a fuel cell stack column in a test stand according to an embodiment.

FIG. 8 is a schematic cross section of a fuel cell stack column/test stand configuration according to an embodiment.

DETAILED DESCRIPTION

It will be understood that when an element or layer is referred to as being "on" or "connected to" another element or layer, it can be directly on or directly connected to the other element or layer, or intervening elements or layers may be present. In contrast, when an element is referred to as being "directly on" or "directly connected to" another element or layer, there are no intervening elements or layers present. It will be understood that for the purposes of this disclosure, "at least one of X, Y, and Z" can be construed as X only, Y only, Z only, or any combination of two or more items X, Y, and Z (e.g., XYZ, XYY, YZ, ZZ).

FIG. 1 illustrates a fuel cell stack assembly 100 according to various embodiments of the present disclosure. Referring to FIG. 1, the fuel cell stack assembly 100 includes a fuel cell stack column 140, side baffles 220 disposed on opposing sides of the column 140, a lower block 503, and a compression assembly 600 including an upper block 603. The column includes eight fuel cell stacks 14, fuel manifolds 204 disposed between the fuel cell stacks 14, and termination plates 27 disposed on opposing ends of the column 140. The fuel cell stacks 14 include a plurality of fuel cells stacked upon one another and separated by interconnects. A plurality of the fuel cell stack assemblies 100 may be attached to a base.

An exemplary fuel manifold **204** is described in the U.S. application Ser. No. 11/656,563, hereby incorporated by reference in its entirety. Any number of fuel manifolds **204** may be provided between adjacent end plates of adjacent fuel cells of the fuel cell stacks **14**, as desired.

The side baffles **220** connect the upper block **603** of the compression assembly **600** and the lower block **503**. The side baffles **220**, the compression assembly **600**, and the lower block **503** may be collectively referred to as a "stack housing". The stack housing is configured to apply a compressive load to the column **140**. The configuration of the stack housing eliminates costly feed-throughs and resulting tie rod heat sinks and uses the same part (i.e., side baffle **220**) for two purposes: to place the load on the stacks **14** and to direct the cathode feed flow stream (e.g., for a ring shaped arrangement of stacks, the cathode inlet stream, such as air or another oxidizer may be provided from a manifold outside the ring shaped arrangement through the stacks and the exit as a cathode exhaust stream to a manifold located inside the ring shaped arrangement). The side baffles **220** may also electrically isolate the fuel cell stacks **14** from metal components in the system. The load on the column **140** may be provided by the compression assembly **600**, which is held in place by the side baffles **220** and the lower block **503**. In other words, the compression assembly **600** may bias the stacks **14** of the column **140** towards the lower block **503**.

The side baffles **220** may be plate-shaped rather than wedge-shaped and include baffle plates **202** and ceramic inserts **406** configured to connect the baffle plates **202** to the lower block **503** and the compression assembly **600**. In particular, the baffle plates **202** include generally circular cutouts **502** in which the inserts **406** are disposed. The inserts **406** do not completely fill the cutouts **502**. The inserts **406** are generally bowtie-shaped, but include flat edges **501** rather than fully rounded edges. Thus, an empty space remains in the respective cutouts **502** above or below the inserts **406**.

Generally, the side baffles **220** are made from a high-temperature tolerant material, such as alumina or other suitable ceramic. In various embodiments, the side baffles **220** are made from a ceramic matrix composite (CMC). The CMC may include, for example, a matrix of aluminum oxide (e.g., alumina), zirconium oxide or silicon carbide. Other matrix materials may be selected as well. The fibers may be made from alumina, carbon, silicon carbide, or any other suitable material. The lower block **503** and the compression assembly **600** may also be made of the same or similar materials. The selection of particular materials for the compression housing is discussed in detail, below.

Any combination of the matrix and fibers may be used. Additionally, the fibers may be coated with an interfacial layer designed to improve the fatigue properties of the CMC. If desired, the CMC baffles may be made from a unitary piece of CMC material rather than from individual interlocking baffle plates. The CMC material may increase the baffle strength and creep resistance. If the baffles are made from alumina or an alumina fiber/alumina matrix CMC, then this material is a relatively good thermal conductor at typical SOFC operating temperatures (e.g., above 700° C.). If thermal decoupling of neighboring stacks or columns is desired, then the baffles can be made of a thermally insulating ceramic or CMC material.

Other elements of the compression housing, such as the lower block **503** and the compression assembly **600** may also be made of the same or similar materials. For example, the lower block **503** may comprise a ceramic material, such

as alumina or CMC, which is separately attached (e.g., by the inserts, dovetails or other implements) to the side baffles **220** and to a system base. The use of the ceramic block material minimizes creation of heat sinks and eliminates the problem of linking the ceramic baffles to a metal base, which introduces thermal expansion interface problems. The selection of particular materials for the components of the compression housing is discussed in detail, below.

Fuel rails **214** (e.g. fuel inlet and outlet pipes or conduits) connect to fuel manifolds **204** located between the stacks **14** in the column **140**. The fuel rails **214** include ceramic tubes **216** brazed to metal tubes **218**. The metal tubes **218** may comprise compressible bellows tubes in one embodiment. The fuel cell rails **214** are used to deliver fuel to each pair of stacks **14** in a column **140** of fuel cell stacks via fuel cell manifolds **204**. In these systems, the ceramic tubes **216** are located between adjacent fuel manifolds **204** to prevent shorting between adjacent stacks **14** in a column **140** of stacks **14**. The ceramic tubes **216** are relatively expensive and difficult to braze to the metal tubes **218**. The ceramic tubes **216** are also prone to cracking due to thermal stresses generated during thermal cycling of the fuel cell system.

FIGS. **2** and **3** illustrate prior art fuel cell systems **700**, **750** in which jumpers **714a-714d** are used to electrically bypass failed fuel cell(s) or to bypass a failed stack **14** of fuel cells. Fuel cell bypass jumpers **714a-714d** of the type illustrated in FIGS. **2** and **3** are described in U.S. patent application Ser. No. 14/029,178, published as U.S. Patent Publication No. 2014/0087286, now abandoned, hereby incorporated by reference in its entirety. Failed fuel cells greatly increase the electrical resistance of the fuel cell stack. The jumpers **714a-714d** are operably attached to the interconnects or end plates **710** of good fuel cells on either side of the failed fuel cells in the stack **14** of fuel cells or failed stacks **702A**, **702B**. The jumpers **714a-714d** are thus configured to provide a low resistance path between good fuel cells in a stack **14** of fuel cells by bypassing the failed fuel cells. However, jumpers **714a-714d** bypass failed cells or stacks but do not bypass the fuel manifolds, as provided in embodiments of the present disclosure.

A three dimensional view of a fuel cell stack assembly **200** with an electrically isolated fuel manifold according to an embodiment of the present disclosure is illustrated in FIG. **4**. FIG. **5** is an exploded view of the fuel cell stack assembly **200** illustrated in FIG. **4**. FIG. **6A** illustrates a close up of a portion of the fuel cell stack assembly **200** with an electrically isolated fuel manifold illustrated in FIG. **4**. FIG. **6B** illustrates a close up of another portion of the fuel cell stack assembly **200** with an electrically isolated fuel manifold **204** illustrated in FIG. **4**.

In this embodiment, rather than braze ceramic and metal tubes the full length of the fuel rails **214** to provide electrical isolation between pairs of adjacent fuel cell stacks **14** separated by a fuel manifold **204**, a dielectric material **2** is provided between the fuel manifolds **204** and the adjacent fuel cell stacks **14**. The dielectric material **2** may comprise any suitable electrically insulating material, such as alumina, a ceramic matrix composite, etc. In an embodiment, the dielectric material **2** may be a single sheet or plate or multiple sheets or plates. In an alternative embodiment, discussed in more detail below, the dielectric material **2** may be a layer coated on top and bottom surfaces of the electrically conductive (e.g. metal) fuel manifold **204** which face adjacent stacks **14**. In this embodiment, the fuel rails **214** may be made entirely of metal, not requiring dielectric (e.g.,

ceramic) tubes **216** which may be omitted. In one embodiment, the fuel rails **214** comprise only the metal bellows **218** and straight metal tubes **219**.

In an embodiment, a jumper **1** is provided to allow current to flow from a first fuel cell stack **14** to an adjacent second fuel cell stack **14** which is spaced from the first stack **14** by the fuel manifold **204** in a fuel cell stack column **140** without current flowing through the fuel manifold **204**. The jumper **1** may be placed in electrical contact with the first and second fuel cell stacks **14** around the fuel manifold **204** and dielectric material **2**. The jumper **1** can be made of any suitable conductor, e.g., metals or metal alloys such as Inconel 718 (or other Inconel alloys) or Cr—Fe 5 wt. % alloy, and may have a coefficient of thermal expansion close to that (e.g., substantially the same, such as within 20%, for example within 5%) of the stacks **14** and the dielectric material **2** to make sealing the various components easy. The jumper **1** may generally have a “C” shape in which the top and bottom portions electrically contact the respective adjacent first and second stacks **14** while the side of the jumper which connects the top and bottom portions goes around the fuel manifold **204** and does not contact the fuel manifold **204**. In an embodiment, the inner surfaces of the jumper **1** facing the manifold **204** may be coated with a dielectric material **2** instead of or in addition to the sheets or plates of dielectric material **2** or the coating of dielectric material **2** on the surface of the fuel manifold **204**.

As illustrated in FIG. 5, the dielectric material **2** is provided with fuel holes **8** which allow the fuel from the fuel manifolds **204** to flow to the fuel cell stacks **14**. A seal may be formed around the fuel holes **8**, such as a glass seal or any suitable gasket. In an embodiment, other features such as thermocouple slots **7** are provided in the dielectric material **2** to permit a thermocouple to pass through the slots **7**. In an embodiment illustrated in FIG. 6B, tabs **4** which may be used to attach module voltage wires are provided in the jumper **1**.

FIGS. 7 and 8 illustrate a fuel cell stack column **140** under test (e.g., electrical test which tests the voltage, current and/or electrical power output by the column **140**) in a test stand **1100** according to an embodiment. As seen in the three dimensional view of FIG. 7 and the schematic illustration of FIG. 8, fuel is delivered to the stacks **14** of the fuel cell stack column **140** via the fuel rail **214** which comprises an all metal bellows tube **218**.

The column **140** under test contains one or more fuel cell stacks **14** (e.g., two stacks) and three fuel manifolds **204A-C**. A first fuel manifold **204A** is located below the stacks **14**, while the second fuel manifold **204B** and the third fuel manifold **204C** are located above the stacks **14**. The third fuel manifold **204C** is located between the second fuel manifold **204B** and the stacks **14**. The second and third fuel manifolds are electrically isolated from each other by a ceramic plate **1110** (e.g., which corresponds to the dielectric material **2** of the prior embodiment) which is provided between the second and third fuel manifolds **204B**, **204C**. The ceramic plate **1110** may be sealed to the second and third fuel manifolds **204B**, **204C** with respective seals. The dummy third fuel manifold **204C** is optional and is provided to maintain stack contact in the same configuration as an in-service stack to stack setup shown in the prior figures.

The first fuel manifold **204A** and the second fuel manifold **204B** are directly fluidly connected to the fuel rails **214**. The third fuel manifold **204C** is a dummy manifold because it is not directly fluidly connected to the fuel rails **214**. The all metal bellows **218** only directly fluidly connects a lower first fuel manifold **204A** located at the bottom of the fuel cell

stack column **140** with the upper second fuel manifold **204B** located at the top of the fuel cell stack column **140**.

A first termination plate **27A** is located below the first fuel manifold **204A** and a second termination plate **27B** is located above and electrically contacts the second fuel manifold **204B**. The second termination plate **27B** contains a first (e.g., anode) current collector **1112** and the third fuel manifold **204C** contains a second (e.g., cathode) current collector **1114**. During the electrical testing, electrical leads may be connected to the respective current collectors **1112** and **1114** such that the current flows from the stacks **14** through the first fuel manifold **204A**, the fuel rails **214** (i.e., through the metal tubes **218**), the second fuel manifold **204B** and the second termination plate **27B** to the first current collector **1112**, and from the stacks **14** through the third fuel manifold **204C** to the second current collector **1114**. The ceramic plate **1110** prevents electrical short circuits between the first and second current collectors **1112**, **1114** through the metal bellows tube **218**. Advantageously, a more robust and reliable test configuration is formed by eliminating the brazed metal bellows **218**/ceramic tube **216** configuration shown in FIG. 1.

A method of testing the fuel cell device of any of the above embodiments includes flowing fuel through the fuel manifold to the first and second fuel cell stacks; and testing an electrical output of the first and second fuel cell stacks.

In the first embodiment of FIGS. 4 to 6B, the electrically conductive jumper bypassing the fuel manifold conducts electricity between the first and second fuel cell stacks during the testing. The dielectric material comprises a single plate, multiple plates, a coating on the fuel manifold, a coating on an inner portion of a jumper or a combination thereof. The dielectric material is located between the first fuel cell stack and the fuel manifold, and between the fuel manifold and the second fuel cell stack in the column of fuel cell stacks.

In the second embodiment of FIGS. 7 and 8, the dielectric material contacts both the fuel manifold and an adjacent fuel manifold.

In one embodiment, the testing method further comprises flowing the fuel through an electrically conductive fuel rail to the fuel manifold. The electrically conductive fuel rail does not contain a ceramic tube. the electrically conductive fuel rail comprises metal or metal alloy bellows tube connected to straight metal or metal alloy tubes.

Although the foregoing refers to particular preferred embodiments, it will be understood that the invention is not so limited. It will occur to those of ordinary skill in the art that various modifications may be made to the disclosed embodiments and that such modifications are intended to be within the scope of the invention. All of the publications, patent applications and patents cited herein are incorporated herein by reference in their entirety.

What is claimed is:

1. A fuel cell device comprising a fuel cell column comprising:

- vertically stacked first and second fuel cell stacks;
- a fuel manifold located between the first and second fuel cell stacks and configured to provide fuel to the first and second fuel cell stacks; and
- a dielectric material configured to physically separate and electrically isolate the first and second fuel cell stacks from the fuel manifold.

2. The fuel cell device of claim 1, further comprising an electrically conductive jumper bypassing the fuel manifold, the electrically conductive jumper configured to conduct electricity between the first and second fuel cell stacks.

3. The fuel cell device of claim 2, wherein the dielectric material comprises a single plate, multiple plates, a coating on the fuel manifold, a coating on an inner portion of the electrically conductive jumper or a combination thereof.

4. The fuel cell device of claim 3, wherein the dielectric material comprises:

a first dielectric plate located between the first fuel cell stack and the fuel manifold; and

a second dielectric plate located between the fuel manifold and the second fuel cell stack.

5. The fuel cell device of claim 2, wherein the dielectric material comprises one or more holes configured to allow fuel to flow from the fuel manifold to the first and second fuel cell stacks.

6. The fuel cell device of claim 5, further comprising a seal or gasket sealing the one or more holes.

7. The fuel cell device of claim 2, wherein the dielectric material comprises one or more thermocouple slots.

8. The fuel cell device of claim 2, wherein the jumper comprises a material having a coefficient of thermal expansion substantially the same as the first and the second fuel cell stacks.

9. The fuel cell device of claim 8, wherein the coefficient of thermal expansion of the jumper material is within 20% of the coefficient of thermal expansion of the first and second fuel cell stacks.

10. The fuel cell device of claim 1, further comprising electrically conductive fuel rails connecting the fuel manifold to an adjacent fuel manifold in the column of fuel cell stacks.

11. The fuel cell device of claim 10, wherein the electrically conductive fuel rails do not contain ceramic tubes.

12. The fuel cell device of claim 10, wherein the electrically conductive fuel rails comprise metal or metal alloy bellows tubes connected to straight metal or metal alloy tubes.

13. The fuel cell device of claim 4, wherein:  
the first dielectric plate is located over the first fuel cell stack;

the fuel manifold is located over the first dielectric plate; the second dielectric plate is located over the fuel manifold;

the second fuel cell stack is located over the second dielectric plate; and

the electrically conductive jumper contacts the first fuel cell stack and the second fuel cell stack while bypassing the fuel manifold.

14. A fuel cell device comprising:

at least one fuel cell column comprising first and second fuel cell stacks;

a fuel manifold located between the first and second fuel cell stacks and configured to provide fuel to the first and second fuel cell stacks;

a dielectric material located to electrically isolate the first and second fuel cell stacks from the fuel manifold, wherein the dielectric material comprises one or more holes configured to allow fuel to flow from the fuel manifold to the first and second fuel cell stacks;

a seal or gasket sealing the one or more holes; and an electrically conductive jumper bypassing the fuel manifold, the electrically conductive jumper configured to conduct electricity between the first and second fuel cell stacks.

15. A fuel cell device comprising:

at least one fuel cell column comprising first and second fuel cell stacks;

a fuel manifold located between the first and second fuel cell stacks and configured to provide fuel to the first and second fuel cell stacks;

a dielectric material located to electrically isolate the first and second fuel cell stacks from the fuel manifold, wherein the dielectric material comprises one or more thermocouple slots; and

an electrically conductive jumper bypassing the fuel manifold, the electrically conductive jumper configured to conduct electricity between the first and second fuel cell stacks.

16. A fuel cell device comprising:

at least one fuel cell column comprising first and second fuel cell stacks;

a fuel manifold located between the first and second fuel cell stacks and configured to provide fuel to the first and second fuel cell stacks;

a dielectric material located to electrically isolate the first and second fuel cell stacks from the fuel manifold; and electrically conductive fuel rails connecting the fuel manifold to an adjacent fuel manifold in the column of fuel cell stacks.

17. The fuel cell device of claim 16, wherein the electrically conductive fuel rails do not contain ceramic tubes.

18. The fuel cell device of claim 16, wherein the electrically conductive fuel rails comprise metal or metal alloy bellows tubes connected to straight metal or metal alloy tubes.

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